

## THORNE'S No. 4, OLD VAT, SCOTCH WHISKY.

As supplied to the House  
of Lords and House of Com-  
mons.

A. S. WATSON & Co., Ltd

WINE & SPIRIT MERCHANTS  
ALEXANDRA BUILDING, HONGKONG

### COMMERCIAL.

OPIMUM, COTTON, ETC.

Messrs. S. D. Seta and Co., exporters  
and importers, in their fortnightly re-  
port from 31st July to 18th August, report:—

The departure of the ordinary regular  
mail steamer "Alma" being cancelled as  
she was taken up by the Admiralty, this  
steamer "Oriental" was designated to take  
her place, and she leaves here today,  
so that the period of interval is of a  
longer duration than a fortnight, and  
during the period under review we had  
no topic anywhere but of war. The war  
between England and Germany had a  
great demoralising effect on our market,  
and an entire suspension of business is  
noticeable everywhere, sellers do not find  
buyers as many of the Chinese being  
patriotically minded have refused to trade  
with the enemy. Exports are rather slow in  
forwarding their old purchases, as the rate  
of War Risk on Marine Insurance is too  
heavy and the rate of freight increased  
by 20 per cent. Banks are, it is reported,  
unwilling to accept documentary drafts.

Bengal Opium.—No sales are reported  
in the market. Clearances—5 chests of  
Patna New, 72 chests of Patna Old, 2  
chests of Benares New, and 7 chests of  
Benares Old, in all about 87 chests. Un-  
sold stock is estimated at about 1,197  
chests, comprising of about 120 chests  
of Patna New, 704 chests of Patna Old,  
20 chests of Benares New, and 170  
chests of Benares Old, in all about 1,197  
chests. Sold but uncleared stock—99  
chests of Patna New, 46 chests of Patna  
Old, 16 chests of Benares New, and 44  
chests of Benares Old, in all about 225  
chests. Closing reported quotations are  
as under:—

Patna New ..... \$9,325  
Patna Old ..... 9,100  
Benares New ..... 9,050  
Benares Old ..... 8,825

Malwa Opium.—Sales are reported of  
about 54 chests at \$8,325 to \$8,425 per  
chest. Clearances of about 227 chests.  
Unsold stock is estimated at about 1,035  
chests. Sold but uncleared stock is about  
140 chests. Reported closing quotations  
are as under:—  
Malwa New and Old \$8,325 to \$8,425  
Cotton.—No business reported. Un-  
sold stock about 3,000 bales. Closing  
reported quotations—\$22 to \$27 per  
bale.

Hombay Yarn.—Market ruled extreme-  
ly depressed, and sales are reported of  
about 100 bales only as under:—

Bales	No. per Bale
25 Ind. China	114 to 125
50 Ind. China	124 to 130
25 David	104 to 125

Unsold stock is about 60,000 bales. Sold  
but uncleared stock is estimated at about  
35,000 bales.

Local Yarn.—Sales nil.  
Japanese Yarn.—Sales are reported of  
about 100 bales of No. 20s. at \$112 to  
\$118 per bale.

Sundry Articles.—With the exception  
of sugar, rice, flour, and acetate, for  
which prices show a good rise, marked  
in other articles is greatly demoralised,  
and no business is reported in imports.  
In exports to no purchases are reported.  
Exchange.—Showed great fluctuations,  
and the highest rate quoted was on the  
11th inst. that is Rs. 147 on India, and  
Sh. 1-11 on London, and the lowest was  
on the 4th inst. that is Rs. 124 on In-  
dia, and Sh. 1-8 on London. To-day's  
closing quotations are as under:—

On India T. T. ...	Rs. 147	No rate
On India Demand ...	Rs. 130	
On London T. T. ...	Sh. 1-11	Nominal
On London Demand ...	Sh. 1-10	
On Shanghai ...	Sh. 75	Nominal
On Hongkong ...	Sh. 70	do
On Peking ...	Sh. 90	do
On Yokohama ...	Sh. 1-12	Nominal
On America ...	Sh. 45	
On Europe ...	Sh. 1-11	Nominal
On Germany ...	Sh. 1-10	No rate
On France ...	Sh. 1-10	No rate
On Italy ...	Sh. 1-10	No rate
On Japan ...	Sh. 1-10	No rate
On Australia ...	Sh. 1-10	No rate
On New Zealand ...	Sh. 1-10	No rate
On South Africa ...	Sh. 1-10	No rate
On India (10th line) ...	Sh. 1-10	No rate

### SUPPLIED BY ALL CHEMISTS.

PHYSICIANS prescribe Chamberlain's  
Colic, Cholera and Diarrhoea Remedy  
because it relieves or cures in the stomach  
and intestinal pains quicker than any pre-  
paration that can be found. It can be  
bought from any chemist. A bottle will  
keep for years, and no home is complete  
without it. For sale by all Chemists  
and Dispensaries.

## BUSINESS NOTICES. THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE,  
MASTERS, BRASS AND IRON FOUNDRIES, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway  
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'

Pumps empty Dock in 2-3 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,  
providing conditions for painting ships with most efficient resins.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Cables, etc.

AGENTS FOR:—

JOHN I. THORNCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-12 to 150 H.P.  
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAUGHT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Managers can be seen between the hours of 11 a.m. and 12 noon at the  
Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address: "TAIKOODOCK."

Telephone No. 215.

## "MUMEYA"

"While-you-wait" Photography

JCS. ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

TELE. No. 254.

### WANTED

WANTED: A Young, Energetic  
CHINESE, knowing English—an  
industrial salesman in paper and  
stationery; also knowing Indian, Import  
and export goods.

Apply to R. P. VASANTIA,  
Shameen.

Hongkong, August 18, 1914.

### NOTICE

DOLLAR INSTITUTION, SCOT-  
LAND.—CHASLES S. DOUGAL,  
M.A., (formerly Examiners Fellow, Glasgow  
University), Headmaster, which re-opens  
on 1st September. N.B., provides at a  
moderate cost a complete HIGH SCHOOL  
EDUCATION in all Departments from  
10 years of age upwards. Illustrated  
Prospectuses may be had on application  
to the HEADMASTER, or to THOS.  
J. YOUNG, F.C.I.S., Secretary, or the  
"China Mail" Office.

Hongkong, August 6, 1914.

## C. N. KWONG & CO. LD.

GENERAL IMPORT &  
EXPORT.

### CANTON

LARGE WHOLESALE & RETAIL  
STORE.

FURNITURE, Draperies, Groceries,  
Biscuits and Shoes.  
Makers of Jewellery, Lacquerware,  
Crockery Ware.

Ironmongery, Wine and Spirits.

Foreign Clothes for gentlemen made to  
order by our own tailors.

Large assortment of Chinese Silks and  
Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton &  
Hongkong to buy Chinese and Foreign  
Goods.

609 PAT POO STREET.

Tel. No. 1406. CANTON and

No. 237, 239, Des Vaux Road

and No. 180, Canton Road Central.

Tel. No. 811. Hongkong.

S. I. N. T. I. N. G.

Surgeon-Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation Free.

If you have lost your appetite, one of  
the best variety of dainty dishes at the  
ALEXANDRA CAFE is sure to tempt  
you.

## PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

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## A. S. WATSON &amp; CO., LTD.

ESTABLISHED 1841.

## AERATED WATER MANUFACTURERS.

FORMAZONE.

A REFRESHING, INVIGORATING AND PALATABLE drink particularly suited for Tennis and Bathing Parties.

Pints \$1 per doz. Splits 60 cts. per doz.

## PYERIS.

Chemically, an exact reproduction of a well known German spring, at half the price. Blends perfectly with spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

Pints \$1 per doz. Splits 60 cts. per doz.

## STONE GINGER BEER.

The only fermented Stone Ginger Beer in the Far East. The real character of Stone Ginger Beer is the flavor produced by partial fermentation; without this no Stone Ginger Beer can be said to be genuine.

Pints \$1 per doz. Splits 60 cts. per doz.

## DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1 per doz. Splits 60 cts. per doz.

## Do Yourself A Good Turn

By Wearing

## "SAXONE"

Boots &amp; Shoes

THE ACME OF COMFORT

We stock them in

Heavy Derbys for Rough Use

Smart Shapes in all Leathers for

Day or Evening Wear

Ask to see them

Wm. Powell, Ltd.

ARE SOLE AGENTS FOR

THE SAXONE SHOE CO.

## WE EXPRESS TO ANY ADDRESS

WE CLEAR, SHIP, PACK,

CARRY, TRANSPORT,

STORE AND INSURE

TO ALL PARTS OF THE WORLD.

## HONGKONG PARCEL EXPRESS AND STORAGE CO.

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## THE CHINA MAIL

## TYPHOON

## MAP and GUIDE

Enables one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 Cents.

From the CHINA MAIL OFFICE.

## THE EDWARD DISPENSARY.

O. KAMMING &amp; Co., Ltd.

Chemists and Druggists.

## GREAT REDUCTIONS IN PRICES.

PRESCRIPTIONS ACCURATELY DISPENSED.

Pure Drugs, Patent Medicines, etc.

24, QUEEN'S ROAD, HONGKONG.

HONGKONG, July 22, 1914.

obtainable from private makers at home; and as to the manufacture of steel castings, a wonderful stride has been made during the past few years.

## THE TIME REQUIRED FOR BUILDING BATTLESHIPS.

The importance of the improvements in manufacturing plant within recent years is indicated by the great reduction in time required for the construction of battleships. This can most convincingly be shown by a brief tabular statement, which we reproduce from Engineering, indicating the size and time occupied in building epoch-making ships of the line:

Time Required to Build Epoch-Making Ships of the Line.

Name	Date of Completion	Displacement (tons)	Length (ft.)	Beam (ft.)	Time Required (months)
Devastation	1874	2,500	220	27	24
Albatross	1880	3,500	240	28	24
Campanella	1882	3,500	240	28	24
East Hampton	1882	3,500	240	28	24
London	1882	3,500	240	28	24
Prinzess Alice	1882	3,500	240	28	24
Prinzess Victoria	1882	3,500	240	28	24
Prinzess Alice	1882	3,500	240	28	24
Prinzess Victoria	1882	3,500	240	28	24

Mr. Jenkins, again questioning Mr. Dicey, hand-writing expert, asked him if he had heard of Mr. Gornitz the Home Office hand-writing expert.

He replied that he had not, but that he had heard of Mr. Gornitz the Home Office hand-writing expert.

He then asked Mr. Gornitz if he had heard of Mr. Gornitz the Home Office hand-writing expert.

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## THE BANK CONSPIRACY CASE.

## THE VERDICT AND SENTENCE.

The trial was continued to-day at Criminal Sessions before Mr. Justice Gurnett, acting Chief Justice, of Antonio Remedios, indicted on a charge of conspiring with Reginald Oliverio Gutierrez and others to defraud the Hongkong and Shanghai Banking Corporation on April 19th, 1914, and on divers other dates between that and June 27th.

Remedios was formerly employed by Messrs. Jardine, Matheson and Co. and Gutierrez was in the employ of the Hongkong and Shanghai Bank.

Mr. G. C. Alabaster, instructed by Mr. Lewis (of Messrs. Johnston, Stokes and Masters), prosecuted, and Mr. Jenkin, instructed by Mr. Crew (of Messrs. Hastings and East), defended.

The jury was Messrs. N. Drummond, G. W. Powell, E. Abraham, A. D. Oponhaw, T. W. McKay, G. Lee, J. A. Taggart, J. Puse.

Mr. Jenkin, again questioning Mr. Dicey, hand-writing expert, asked him if he had heard of Mr. Gornitz the Home Office hand-writing expert.

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## NEWS OF THE DAY.

## LOCAL AND GENERAL.

The total output of the Kailan Mining Administration's mines for the week ending August 8 amounted to 54,292.42 tons and the sales during the period to 48,289.15 tons.

The N.Y.E. European line passenger steamers Katori Maru, Kamo Maru and Kachima Maru have recently been equipped with wireless apparatus. It is anticipated that the example will probably be followed by the remainder of the liners.

Mr. A. M. Marshall, Agent of the Shanghai branch of the P. and O. Co., has announced that under instructions from the Managing Directors of the Company he has handed over charge of the Company's affairs at Shanghai to Mr. E. C. Richards.

In the Gordon Hall, Tientsin, on August 11, a meeting was held to discuss the means by which the British population of Tientsin may be able to help in the relief work for the aid of the wounded, and the widows and children of those who have lost their lives while serving their country.

Mr. Thomas Agent of the Compagnie des Messageries Maritimes, has notified us that he has received a telegram from Shanghai informing him that the company's mail steamers now in the North are resuming their voyages. The dates of sailing will be found in the advertisement in another part of this issue.

The Chinese Government Mint at Tientsin is now making an output of \$280,000 a day. In addition, dies bearing the Peking design have been sent by the Tientsin express to Nanking, where dollars will be coined at the rate of \$180,000 a day, thus making a daily output of \$460,000, until the total of \$10,000,000, the sum contracted for the China Tang Bank and the Bank of China is completed.

Since the outbreak of troubles in Europe, the China Tang Bank and the Bank of China have received new deposits to the amount of \$3,100,000 and new deposits are still pouring in. Very few have withdrawn their deposits. Peking and Tientsin Times.

Mr. A. M. Henderson, third engineer, Kanu, is on leave.

Mr. P. Williams, chief engineer, Nankin, is on leave.

Mr. G. W. Dutton, second engineer, Siang-tan, has gone on leave.

Mr. W. Cameron, second engineer, Kian, has gone on leave.

Mr. A. B. Easton, second engineer, Nankin, has gone on leave.

Mr. J. C. Campbell, third engineer, Liangchow, has gone on leave.

Mr. J. J. Brooks, third engineer, Feng-tun, has gone on leave.

Mr. C. P. Christie, third engineer, Tientsin, has gone on leave.

Mr. G. H. Hill, acting third engineer, Chen-pu, has gone on leave.

Mr. W. McLean, second engineer, Kiangwan, is on leave.

Mr. C. McLean, third engineer, Kiangwan, has gone on leave.

Mr. Hainshall has been appointed third engineer, Kiangwan.

Mr. E. Berthet, third engineer, Anping, has signed off.

Mr. Morton has been appointed third engineer, Anping.

man was sitting by his side. Why did he sign the name of the other man when that man had only to take up the pen and sign "Lionel"? They knew from the witness that Remedios could write.

The abundance of the suggestion of Gutierrez to say that he wrote that letter and signed it because Remedios had not a typewriter was asking the jury to be misguided and to accept that which would be accepted only by men who were gullible. That explanation was swept to the ground when they found that Remedios could write his name as easily as Gutierrez. Gutierrez had said he did not typewrite and could never use a typewriter and did not type the letter in evidence, why had he signed it? Because in point of fact a typewritten letter signed by himself was found in his desk. It was a letter dealing with a flippant subject and Gutierrez had gone into the box and swore that the letter was written by another official at the bank. It was inconceivable to think that the time of the Bank would be wasted by typewriting a letter about a girl.

Counsel asked the jury if they noticed the demand of Gutierrez when he was cross examined on the letter found in his desk. Gutierrez could not look him straight in the face and looked around and looked at his lips. Those were signs of nervousness, and his whole demeanour was extremely against him. Dealing with the evidence on hand-writing Counsel said however conscientiously the witness had given his evidence he did not follow that the evidence was infallible. Counsel further suggested that the letter, which it was alleged Gutierrez received in jail from Remedios, was part of the scheme of Gutierrez.

Gutierrez addressed the jury, who retired at 12.30.

The jury was about only seven minutes. Their verdict was "Guilty."

His Lordship elicited that prisoner was 28 years of age, had worked nine years for Messrs. Jardine, Matheson and Co., and supported an aged mother. He had no brothers but five sisters.

His Lordship, in passing sentence of three years imprisonment with hard labour, said that Gutierrez had returned a week with which he was set free, and that the scheme had succeeded, they would have deprived the Bank of a large sum of money.

THE CHINA MAIL.

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## TYPHOON WARNING.

The following telegram was received at the American Consulate General from the Manila Observatory at 10.10 a.m. to-day: Cyclone or Typhoon, S.E. of Meiseicima, moving W. or W.N.W.

## THE COST OF WAR.

## MILLIONS SQUANDERED IN A WEEK.

## Records of Past Encounters.

In an article dealing with the cost of war it is extremely difficult to estimate, even approximately, the amount actually lost to the nations engaged. The cost of war, fought under conditions as they exist today, is not light, and the after effects on many nations are reckoned in money. Some of the figures of the war expenditure can be gathered from the figures given under the National Debt of the various Powers.

For instance, although the British National Debt received its greatest augmentation during the great Napoleonic wars, the general indebtedness of the country has increased more rapidly since 1848.

THE CRIMINAL WAR.

Undoubtedly the most important cause of public indebtedness is, and always has been, war expenditure. The National Debt of England was started in 1804, when £1,000,000 was raised by William Pitt. Four years later the debt had increased to over £15,000,000. After Waterloo, in 1815, it stood at £83,000,000. The low water mark of £38,393,734 was reached in 1899, but the Boer War sent it up again to £76,211,653.

Figures relating to the cost of great wars will doubtless be of interest. The cost of the Crimean War to Britain is put down at £78,000,000, the total cost of the struggle being £131,000,000. The cost to Russia was £145,000,000 and to France £93,000,000. The weekly expenditure for the three countries, being, Russia, £1,400,000, France, £900,000 and Great Britain, £700,000.

America's successful struggle for independence cost the mother country £121,000,000, or just under £1,800,000 a week.

THE FRANCO-GERMAN WAR.

France, however, has had to foot the heaviest weekly war bill on record, the total cost of her terrible struggle with Germany being £318,000,000 or over £7,000,000 a week. In addition to the cost in money, France lost 250,000 men and there was added the war indemnity of 5,000 millions of francs. In the one battle of Gravelotte, the victors, the Germans, lost 328 officers and 4,900 men killed, and 671 officers and 14,000 men wounded. The French losses were 13,000 men. The Napoleonic wars, which ended at Waterloo, were comparatively cheap for France, seeing that she only amounted to £253,000,000, while that of Great Britain, including the financing of many little Powers in their struggle against the Emperor, amounted to £231



## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## THE PROGRESS OF THE WAR.

## FIVE HOURS' CAVALRY ENGAGEMENT.

## A BUSINESSLIKE MOVE BY THE BRITISH GOVERNMENT.

## FEARED RISING OF AUSTRIA'S SLAVONIC INHABITANTS.

## ALL THE LIEGE FORTS INTACT.

## A FIVE HOURS' CAVALRY ENGAGEMENT.

London, Aug. 19, 6.50 p.m.

It is officially reported that Austrian cavalry divisions approached the Gordok-Kuzmin line. A cavalry engagement ensued which lasted five hours. The Russians inflicted heavy losses on the enemy who retired pursued by the Russian cavalry.

## STEADY ADVANCE OF BELGIAN AND FRENCH TROOPS.

London, Aug. 19, 6.50 p.m.

Brussels dispatches confirm the advance of the Belgians and the French all along the line. Two divisions of French cavalry have been covering 100 kilometres daily.

## THE SERVIAN VICTORY AT SHABATZ, CONFIRMED.

London, Aug. 19, 3.20 p.m.

It is officially stated in Paris that a despatch confirms the Serbian victory at Shabatz, where the Austrian troops numbered 80,000.

## THE LIEGE FORTS STILL INTACT.

London, Aug. 19, 4.20 p.m.

It is officially stated that all the Liege forts are intact.

## THE SINKING OF AN AUSTRIAN CRUISER.

London, Aug. 19, 4.20 p.m.

In the sinking of the Austrian cruiser 201 perished and 101 were saved.

[Presumably this refers to the sinking of the cruiser of the Aspern type by the French in the Adriatic.—Ed.]

## AMERICAN REGISTRY OF FOREIGN SHIPS.

London, Aug. 19, 3.20 p.m.

President Wilson has signed the Bill admitting foreign ships to American registry.

## GERMAN BUSINESS FOR BRITISH FIRMS.

London, Aug. 18, 8.5 p.m.

The Right Hon. Lewis Harcourt, Secretary of State for the Colonies, has been making inquiries regarding German and Austrian trade with the Colonies, in order to alleviate the loss of business and to secure such business for Great Britain and the Colonies. The Trade Commissioners have already secured samples of goods in which British manufacturers might compete.

Sir Edward Grey is obtaining similar information from British Consuls in neutral countries. Mr. Harcourt intends the samples, etc., to be exhibited in London as soon as possible.

## CANADA'S SPLENDID PATRIOTISM.

London, Aug. 19, 4.35 a.m.

H.R.H. the Duke of Connaught, in the speech from the Throne concerning the Canadian Parliament, emphasised the splendid response to the call to duty from every province. The same spirit, he said, inspired the whole Empire, and this united action to repel a common danger would not fail to strengthen the ties binding the Dominions.

## GREEK AND TURKISH STATESMEN TO DISCUSS SITUATION.

London, Aug. 19, 12.10 p.m.

Greek and Turkish statesmen are proceeding to Bucharest for a general discussion on the situation.

## UNREST IN BOSNIA AND HERZEGOVINA.

London, Aug. 19, 12.10 p.m.

Telegrams from Rome say that the unrest in Bosnia and Herzegovina is assuming the character of a formidable rising.

## THE TSAR AT MOSCOW.

London, Aug. 18, 6.45 p.m.

The arrival of the Tsar at Moscow was heralded by the ringing of the bells of the city. The Imperial carriage passed slowly through the thronged streets, and the clergy of every church came out carrying icons and banners. The public enthusiasm is immense.

## THREE AUSTRIAN REGIMENTS ANNIHILATED.

In the fighting between the Servians and Austrians at Lozhitza and Shabatz, three Austrian regiments were annihilated and a number of guns and war material taken.

## THE DARDANELLES NEUTRALITY.

It is reported that Turkey has expressed regrets about the question of the Dardanelles and has renewed her assurance of absolute neutrality.

## BY TELEGRAPH.

## GERMANS RETIRE IN DISORDER IN ALSACE.

In Upper Alsace the French are reported to be going forward. The Germans retired in disorder and were hotly pursued by the French who occupied the Vosges and seized much of the territory between Strassburg and Fribourg.

## MORE GERMAN AFRICAN TERRITORY LOST.

In the Congo the French have taken from the Germans Zinga and M'Baika.

## FRENCH TROOPS IN BELGIUM.

The French in Belgium have not yet had any serious engagement with the enemy, beyond a few cavalry skirmishes and artillery duels.

## LOCAL ITEMS.

## DAYS OF GRACE.

The following announcements appear in a Government Gazette Extraordinary, published to-day:—

## Colonial Secretary's Department.

It is hereby notified that Austrian merchant ships to which the Order-in-Council relating to the granting of days of grace shall be applicable, will, subject to the provisions of the said order, be allowed up till midnight on Saturday, the 22nd August, 1914, for loading or unloading their cargoes and for departing from this port.

## ROADS CLOSED.

The following roads are closed except to members of His Majesty's Naval or Military Forces in uniform and holders of passes from the Provost Marshal and Chinese:—

## By Day and Night.

1. Pokfulam Conduit west of Victoria Battery.
2. Hutton Road.
3. Black's Link.
4. Wongchichung Gap Road south of junction with Bowen Road.
5. Road from Wongchichung Gap to Little Hongkong.
6. Road from Wongchichung Gap to Pumping Station, Tytan Bay.
7. Road from Quarry Bay to Tytan Reservoir.
8. Road from Shaukwan to Tytan Bay.
9. Road from Shaukwan to Shek and Cape D'Aguiar.
10. Any forestry paths south of a line drawn from Kennedy Town Hospital, through Mountain Lodge, Mafilda Hospital, Wan-chai Gap, Quarry Bay Gap and Lyemum.

## LEAVING THE COLONY.

Any European desiring to leave the Colony should apply in writing for permission to do so to the Provost Marshal, Headquarters Office, at least 48 hours before the intended hour of departure, giving name, age, sex, height, complexion and occupation of the applicant and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave.

CLAUDE SEVERIN,  
Colonial Secretary.

## LEGISLATIVE COUNCIL.

## TO-DAY'S MEETING.

A meeting of the Legislative Council was held this afternoon, H.E. the Governor, Sir Henry May, K.C.M.G., presiding. There were also present:—

H.E. the General Officer Commanding the Troops, Major-General F. H. Kettle, C.B.  
Hon. Colonial Secretary, Mr. CLAUDE SEVERIN.  
Hon. Attorney General, Mr. J. H. KEMP.  
Hon. Colonial Treasurer, Mr. E. D. O'WOLFE.  
Hon. Director of Public Works, Mr. A. F. CHURCHILL.  
Hon. Secretary for Chinese Affairs, Mr. E. R. HALLIDAY.  
Hon. Capt. Supt. of Police, Mr. C. M. MESSER.

Hon. Mr. Wai Yek, C.M.G.  
Hon. Mr. H. B. POLLOCK, K.C.  
Hon. Mr. DAVID LADDIE.  
Hon. Mr. LAC CHU PAI.  
Hon. Mr. E. A. HEWITT, C.M.G.

DEPORTATION ORDINANCE AMENDMENT.  
Hon. Attorney-General moved the second reading of a Bill to amend the Deportation Ordinance, 1912 and 1913, the objects and reasons of which have already been published.

The Hon. Colonial Secretary seconded, and after the Bill had been read a second time it was taken through committee.

Upon Clause 2, Hon. Mr. Pollock doubted whether it was desirable to extend the immunity to naturalised British subjects.

Hon. Attorney-General said it was possible at the present time to deport a British subject not belonging to Hongkong, but even under the present law there was no power to deport naturalised subjects.

The clause was allowed to stand, and the Bill was passed without amendment. In moving the second reading of the Bill, the Attorney-General said that the objects and reasons of the Bill were put into operation at all islands not apply to the coasting type of vessel. There were also one or two objections to the regulations affecting river steamers, such as the separation of Chinese from their luggage and having wire entanglements, which could be dealt with in committee. He thought it was realised that there was little profit in the coaling carrying business, which must be carried on the interests of the Colony and other Colonies, and if vessels were called upon to bear a very heavy expense they would simply go out of the trade. So far as the Canton steamers were concerned, the traffic would be diverted to the railway. The object of the Government, solely to encourage trade and industry, and to prevent piracy, it had been found that the law was defective in three main respects. It did not apply to all ships and launches, on voyages to which it was desirable it should apply. Though it applied to ocean going steamers going westward along the coast it did not apply to steamers going in the other direction, and though it applied to steamers going into the interior of Kowloon it did not apply to steamers going to coast ports of the province. The present Bill had a much wider scope, and appeared to cover all voyages on which piratical attacks were liable to occur. The power under the old law was confined to cases in which piracy actually had occurred. This was not desirable when the law was aimed at the prevention of piracy. There was at present no provision for the giving of notice to the owners to extract the bond and no opportunity was given for owners to show cause against the bond. In order to make the protection more real the Bill provided for two misdemeanours: 1. For any ship or launch going to sea without having been provided with a bond; and 2. For the giving of holding out of any inducement to any person to fail to observe any of the provisions of the ordinance or the regulations made under it. In the regulations under the Bill it was proposed that the owners of steamers and launches shall be liable to pay the Colonial Treasurer sums in respect to the guards and watchmen on the steamers to be supplied by the Captain Superintendent of Police to each steamer as required.

Hon. Mr. Hewitt desired, especially on behalf of the Chamber of Commerce, to make a few remarks on the Bill. It had been considered by the Chamber very carefully, at a committee meeting at which all the owners or agents of river steamers were represented. The finding of the committee was put before His Excellency in a letter dated the 15th August, and he was hoping His Excellency observed that the letter was dated the 15th August.

The Hon. Member, continuing, said the gentlemen he was representing were perfectly in accord with the Government's view that steps should be taken to prevent piratical attacks, but the objections of the owners and agents of steamers to the Bill in its present form were very fully set out in the letter to which he had referred. The main point they wished to make was that the provisions were absolutely impracticable so far as ocean going steamers were concerned. That being so, if this Bill were put into operation at all islands not apply to the coasting type of vessel. There were also one or two objections to the regulations affecting river steamers, such as the separation of Chinese from their luggage and having wire entanglements, which could be dealt with in committee. He thought it was realised that there was little profit in the coaling carrying business, which must be carried on the interests of the Colony and other Colonies, and if vessels were called upon to bear a very heavy expense they would simply go out of the trade. So far as the Canton steamers were concerned, the traffic would be diverted to the railway. The object of the Government, solely to encourage trade and industry, and to prevent piracy, it had been found that the law was defective in three main respects. It did not apply to all ships and launches, on voyages to which it was desirable it should apply. Though it applied to ocean going steamers going westward along the coast it did not apply to steamers going in the other direction, and though it applied to steamers going into the interior of Kowloon it did not apply to steamers going to coast ports of the province. The present Bill had a much wider scope, and appeared to cover all voyages on which piratical attacks were liable to occur. The power under the old law was confined to cases in which piracy actually had occurred. This was not desirable when the law was aimed at the prevention of piracy. There was at present no provision for the giving of notice to the owners to extract the bond and no opportunity was given for owners to show cause against the bond. In order to make the protection more real the Bill provided for two misdemeanours: 1. For any ship or launch going to sea without having been provided with a bond; and 2. For the giving of holding out of any inducement to any person to fail to observe any of the provisions of the ordinance or the regulations made under it. In the regulations under the Bill it was proposed that the owners of steamers and launches shall be liable to pay the Colonial Treasurer sums in respect to the guards and watchmen on the steamers to be supplied by the Captain Superintendent of Police to each steamer as required.

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## BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## THE POPE SERIOUSLY ILL.

London, Aug. 19.

His Holiness the Pope, who had been indisposed for some days, has become much worse. He passed a bad night, and it is reported that he received communion.

## THE ATTACK ON THE KOWLOON-CANTON TRAIN.

## Details of the Atrocity.

«We learn that in the recent night attack on the Kowloon-Canton express, the robbers made a remarkable haul, securing a sum stated to be \$20,000.

The robbers, numbering close on 300, pulled up two lengths of metal with the result that the engine left the track and crashed down the embankment pulling one coach over with it. A third of the gang boarded the train and searched the passengers while the others surrounded the train to prevent escape. One passenger, a Hongkong merchant, who left the Colony on account of the war scare effecting the Island, was robbed of 2,000 sovereigns, which he had just drawn from the bank. Numerous valuables were also seized. One Chinese guard was killed outright and the other shot. A passenger was also shot.

Quite a large number of wealthy Chinese have vacated the Colony and taken advantage of the night train to Canton taking with them all their belongings. In some quarters the "Attack" of Hongkong is regarded as an astute move on the part of the robbers to get wealthy people to leave the Colony with their possessions and thus provide better facilities for desperadoes to rob them.

tion regulations. The question of a guard set out in the letter from the Chamber was another point. The shipping companies could not possibly afford to have an expensive guard on a section of the voyage of ocean going steamers for it was only on a section that it was really needed. It would probably set up the whole of the profits. He asked the Council to limit the operation of the Bill exempting ocean-going steamers, and that consideration should be given to suggestions of the Chamber regarding river steamers. His Excellency, replying out that the letter was only dated the 15th August, said it had not yet received consideration, as there had been no time. The Government was prepared to consider it and it would come before a committee of the whole Council at the next meeting. At the same time he would like it to be noted that the letter said "The result of this legislation if passed without the above alterations would be to divert the native passenger trade from the river steamers to the railway instead of making the steamers more secure against piracy." That seemed to have weighed a good deal with the members when they wrote it but they probably were now aware that the Canton night train was held up a few nights ago by 300 robbers, one person was killed, several injured, and \$50,000 taken from the train. He did not think the Chamber of Commerce members who were interested in shipping need have the least fear that traffic would be diverted to the railway. It was very desirable that preventive measures should be taken, and they would have to be taken within reason, but the Government was prepared to consider the proposals that had been made. His Excellency, in adjourning the Council for a week, remarked, "We must get on with this piracy prevention business before another piracy overtakes us."

## BILLS OF LAY.

The Bill entitled an Ordinance to exempt certain securities on imported goods from the operation of the Bills of Sale Ordinance, 1888 was passed.

## A LARGE VOTE.

A recommendation to the Council to vote a sum of \$90,000 for public works was referred to the Finance Committee, who at a meeting subsequent to Council, passed it.

Hon. Mr. Hewitt called attention to \$23,432 for the cost of improvements to roads in the eastern and western districts, included in the vote and remarked that he observed that while certain types of surface dressing stood very well the heavy traffic others had cut up badly, especially the corner of Chaiwan Road.

The Director of Public Works observed that at the loads passing over the roads were very heavy.

Hon. Mr. Pollock said that raised the question of the loads of the trucks. The Capt. Supt. of Police stated that notices were now being served on truck owners relative to excessive loads.

Hon. Mr. Pollock also voiced the complaints of Queen's Road sleepers at the excessive amount of dust put upon the tarred surface.

The increase in the cost of nullah maintenance was also mentioned by Hon. Mr. Hewitt, who was informed that in consequence of the extra length trained each year the cost of maintenance showed a proportionate increase. The amount for sewers and nullahs was \$14,000, all of which was covered to be repaid for maintenance.

A vote of \$175 in aid of the vote Colonial Secretary's Department for medical attendance on unoppressed sailors at Canton referred from Council, was passed.

BILL DEALING WITH PIRACY PREVENTION.  
Reference was made to a Special Meeting of the Committee, held on the 12th inst., to consider the Draft Bill and Draft Regulations for the purpose of the better prevention of piracy of vessels leaving from the Colony.

The regulations referred to will appear in extension to tomorrow's issue of the "China Mail."

## Weismann's

For BREAD

## Weismann's

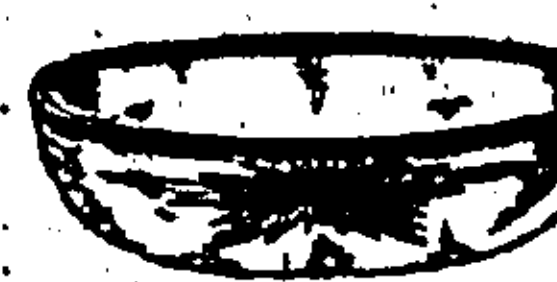
For CAKES

## Weismann's

For CHOCOLATES

## WHITEAWAY'S

Inexpensive Glass and China Ware for everyday use.

Glass dishes with plain edge.  
Size 6" 7" 8" 9"  
Sale Price 40. 60. 75. 90.Glass dishes with fancy edge.  
Size 6" 7" 8" 9"  
Sale Price 60. 80. 110. 135.A NEW ASSORTMENT OF FANCY CHINA JUGS.  
at 30 cts. 40 cts. 55 cts. 65 cts. 90 cts. each.

## Glass Jugs

for Table use.

1 pint	Sale Price	60 cts.
2 pint	"	\$1.15
3 pint	"	\$1.35

White Stoneware Dinner sets 64 Pieces.  
SALE PRICE \$22.00

Half sets if required SALE PRICE \$11.00

WHITEAWAY, LAIDLAW & Co. Ltd.  
20 Des Voeux Road.

## A ROYAL DRINK.

*King George IV*  
Scotch Whisky



"King George IV" is known and appreciated everywhere for its purity, flavour, age, and digestive properties.

THE DISTILLERS COMPANY, LTD.  
Largest Scotch Whisky Distillers in the World.  
GLASGOW, SCOTLAND.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA  
AND SEATTLE

THE AMERICAN LINE TO TACOMA  
AND SEATTLE

in connection with  
THE CHICAGO MILWAUKEE & ST. PAUL

**RAILWAY**  
VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE,  
YOKKAICHI AND YOKOHAMA.

S.S. 'SEATTLE MARU'.....Capt. T. Saito.....Thursday, 3rd Sept. at 4 p.m.  
S.S. 'MEXICO MARU'.....Capt. N. Kobayashi.....Wednesday, 16th Sept. at 4 p.m.

These Newly-Built Steamers of American-Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

S.S. 'SAIGON MARU'.....Capt. T. Yamaguchi.....Wednesday, 28th Aug., a.m.

FOR FOOCHOW VIA SWATOW AND AMOY.

S.S. 'KAJIO MARU'.....Capt. Y. Yamamoto.....Wednesday, 28th Aug., at 3 p.m.

For TAMSUI VIA SWATOW AND AMOY.

S.S. 'DAIJIN MARU'.....Capt. K. Murakami.....Sunday 23rd August, at Noon.

S.S. 'DAIGI MARU'.....Capt. S. Toki.....Sunday 30th August, at Noon.

For ANPING AND TAKOW VIA SWATOW AND AMOY.

S.S. 'SOSHU MARU'.....Capt. K. Hattori.....

These Steamers of Coast and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yee Wharf near the Harbour Office.

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**Reduced First Class Fares.**

**GREAT NORTHERN STEAMSHIP COMPANY.**  
S.S. "MINNESOTA,"  
CAPACITY 28,000 TONS. 20,718 Tons Gross Register. LENGTH 630 Feet.  
BEAM 73½ Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

**Sails from Hongkong 14th November, 1914.**  
FOR SEATTLE VIA NAGASAKI, INLAND SEA, KORE AND YOKOHAMA.

Hongkong, Manila and Shanghai to Seattle or San Francisco	... ..	£ 36.
Round Trip Tickets (Good for Six Months)	... ..	£ 54.
Nagasaki to Seattle or San Francisco	... ..	£ 33.
Round Trip Tickets (Good for Six Months)	... ..	£ 49.10
Kobe and Yokohama to Seattle or San Francisco	... ..	£ 31.
Round Trip Tickets (Good for Six Months)	... ..	£ 47.10

Manila, Hongkong, Shanghai or Japan Ports of Call to London and Return  
£108.  
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Reduced rates to all points in the United States, Canada, and Europe.  
Luxurious Passenger Accommodation—Staterooms (all Outside)  
Dining Room, Library, Smoking Room, Restaurant, Laundry, Telephone, etc.  
DIRECT connections to United States, Great Northern and Northern Pacific Rail  
ways from all points in the United States, Canada and Europe.  
Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe  
and Nagasaki, without extra charge.  
Special rates to Missionaries, and their families.  
For full information regarding freight or passage apply to

## NOTICES TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES: )

**THE Steamship**  
**KENTUCKY.**  
Captain A. JEE, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWNS CO., LTD., at KOWLOON, and stored at Consignees' risk and expense.  
All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 24th instant, at 10 a.m.  
All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**SHEWAN TOMES & CO.**  
Agents.  
Hongkong, August 17, 1914. 92  
**'SHIRE' LINE OF STEAMERS,**  
**LIMITED.**  
**NOTICE TO CONSIGNEES.**  
**(FROM EUROPE.)**  
THE S.S. *Dora of Atride* having arrived from the above ports, Consignees

Cargo by her are hereby informed that the Goods are being landed at their risk into the hazardous and or extra hazardous Goods of the Hongkong & Kowloon Wharf & Godown Co., Ltd.

Goods not cleared by the 24th August will be transhipped to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 24th August at 3.30 A.M. Claims against the steamer must be presented within 1 day of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by in any case whatever.

Bills of Lading will be countersigned.

Optional Cargo will be carried on terms not being given to the contrary immediately upon arrival.

JARDINE, MATTHEW & Co., 1 Agents.  
 Hongkong, Aug. 18. 1914.

# EN KAISHA.

丙 合

因良

Corned—Ham Ngau Yuk	...	...	94	鹹牛肉片
Braised—Shiu " "	...	...	22	燒牛腩

牛牛民  
燒牛民  
生牛民

Country 生日

五

Fish. 海魚 加魚

17. 加魚 鱈魚

Water Chestnuts.—Ma Tai	1b	6	馬蹄
.. Mandarin.—Kwai Lum Ma Tai	8		桂林馬蹄
Mashrooms, Fresh.—Sang Cho Koo	3		生草菇
Musk Melon, Amer.—Kam-san Heng Kwa, each—	1b	12	金山香瓜
Okroes,			
Onions, Bombay.—Yeung Chong Tan	8		洋蔥頭
.. Green.—Sang Chong	6		生蔥
.. Shanghai.—Shang-hoi Utong Tau	5		上海蔥頭
Papaw, 1st quat.—Tai Man San Kwo	each		大馬番菓
.. 2nd .. Chung	8		中馬番菓
Parsley.—Kun Choi			芹菜
Green Peas.—Chiu Tau	1b		青豆
Potato Sweet.—Fan Shu	3		番薯
.. Shanghai.—Shang-hoi Shu Tai			上海薯仔
.. Japan.—Yat Poon Shu Tai	3		日本薯仔
.. American.—Fs Ki	8		花旗薯仔
.. Woodch.—Yook-chow Shu Tai			福州薯仔
Pumpkin.—Tung Kwa	14		冬瓜
Radish.—Hung Lo Pak Tai	6		紅蘿蔔仔
Rhubarb (Fresh).—Tai Wo			大黃
Sage.—Tai So			紫蘇
Shallots.—Gon Chung Tau	8		乾葱
Spinach.—Yin Choi	8		莖菜
Tomatoes.—Fan Ker	5		蕃茄
Taro.—Wa Tui	6		芋頭
Taripis, Punt (Long).—Lo Pak	5		洋蔥苗
.. English.—Yeung Lo Pak			洋蔥苗
Vegetable Marrow.—Chit Kwa	3		節瓜
.. (American).—Kam-san Chit Kwa			金山節瓜
Water Cress.—Bei Yeung Choi	12		山仰菜
.. Lily root.—Lau Ngau	8		蓮藕
Yams.—Tai Shu	6		大薯

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

E. W. HAMILTON,  
Secretary.



